

Lot 1 Puritan Annexation and Zoning
Annexation Assessment Report

1. The economic impact to the Town as a result of the proposed annexation. This shall include a short statement of revenues likely to be generated by any existing or contemplated development, and a statement of municipal expenses likely to be incurred as a result of the annexation and development; as well as the short-term and long-term economic development potential for the property (numbers of jobs to be created, sales and use tax generation, property tax generation, utility revenue generation, incentives to be requested or offered, etc.).

As noted earlier in the submittal, it is the applicant's intent to split the site into two lots. One lot (approximately 2.0 acres) will be donated to the church for use as a church building site. Phase one of the church construction will happen as soon as the site can be approved. At this time, the major revenue to be generated by the proposed annexation will be through application fees, utility connection fees, building permit fees and sales tax generated by the construction of the first phase of the church site. In the future, as the church grows, additional construction may be required at the site which will generate additional fees and sales tax.

The second lot (approximately 2.0 acres) will be zoned commercial. A portion of this lot is being reserved for future long range commercial development. At this time the applicant is unsure of his future plans for this lot. Once a more detailed plan for the development of this site is made, the applicant or developer will need to make a submittal to the Town at that time and the economic impact will be addressed at this time.

2. The impact of the proposed annexation on the existing transportation system and proposals to mitigate any negative transportation impacts upon the community (arterial and collector street improvements, intersection improvements, intersection signalization, alternative modes of transportation, etc.), including the compatibility of the proposed development with the *Frederick Comprehensive Plan* and any plan amendments that may be necessary for the proposed development.

The proposed annexation will have minimal short term impact to the existing transportation system. The existing church membership is only 20 members and generates only 10 – 15 vehicle trips on Sundays. The applicant understands that long range future development on the site will necessitate the improvement of Puritan Lane to a collector street. The applicant has had initial contact with CDOT concerning the intersection of Highway 52 and Puritan Lane and initial reviews indicate that no improvements to this intersection are required at this time.

The site is currently shown with a land use designation of Rural Residential on the existing Frederick Comprehensive Plan. The applicant is requesting an amendment to the Comprehensive Plan to change the land use designation to Mixed Use Highway 52 Commercial. The land use designations surrounding the site are Rural Residential on the north and west (the existing residences in the Puritan Development) and Community Commercial to the east. The land use designation of the area just west of the Puritan Development is also Mixed Use Highway 52 Commercial.

It is the intention of the applicant to split the site into two lots, one on the east half and one on the west half. The lot on the west half will cover the church development while the lot on the east half, next to the Community Commercial site in Wyndham Hill maybe developed as a commercial lot or as detention for the Wyndham Hill Development. With this layout, the church site will be closest to the residential areas, while any future commercial development that may occur would be next to the Community Commercial site in Wyndham Hill.

3. The impact of the proposed annexation on the existing storm drainage system and proposals to mitigate any negative drainage impacts upon the community (historic rainfall drainage patterns, detention and retention areas, storm sewer requirements, discharged irrigation ditches, floodways and floodplains, etc.).

The proposed development will follow all Town of Frederick Storm Drainage Criteria concerning on-site detention and off-site release flows and should have minimal impact on the existing storm drainage system surrounding the site. A detention pond will be constructed on the site and the runoff flows and locations of the pond release points will be coordinated to match the existing drainage studies for Wyndham Hill. It is the applicant's intention to release all developed drainage flows into the future Wyndham Hill Development storm sewer system.

4. The impact of the proposed annexation on the Town park facilities and recreation programs and proposals to mitigate any impact upon the existing facilities and programs (additional facilities, additional recreational programs, additional personnel required, etc).

Due to the type of proposed development, there will be little to no impact to the Town's park or recreation facilities. The applicant plans to meet the intent and the requirements for park and open space dedication as noted in Article 2 (adopted January 13, 2009) for the site. Due to the size of the site and the type of development proposed, the exact nature of the open space and park facilities will be addressed with Town Staff during the Site Plan review process.

5. The impact of the proposed annexation on the environment of the Town and proposals to mitigate any negative impact (identify environmentally sensitive areas, endangered species, significant habitats, etc.).

There are no known negative environmental impacts to the Town due to this annexation.

6. The compatibility of the proposed annexation with the street master plan as depicted by the *Transportation Map* contained in the Comprehensive Plan and proposals for mitigating any negative impact.

The proposed annexation is compatible with the street master plan as depicted by the Transportation Map contained in the Comprehensive Plan. The existing church membership is only 20 members and generates only 10 – 15 vehicle trips. The applicant understands that long range future development on the site will necessitate the improvement of Puritan Lane to a collector street. The applicant has had initial contact with CDOT concerning the intersection of Highway 52 and Puritan Lane and initial reviews indicate that no improvements to this intersection are required at this time.

7. The compatibility of the proposed development with this Code and any deviations in setbacks, space requirements and permitted uses that may be required for the proposed development.

It is the applicant's intent to meet all Code requirements concerning the proposed development on the site. Any deviations to the code that come up during the site plan process with the Town will be addressed per the Code.

8. A review of existing and adjacent land uses, areas of compatibility or conflict, and possible mitigation measures that may be required for the proposed development.

The existing adjacent land uses consist of low density residential housing and community commercial development either next to or across Highway 52. The proposed development of the church site and the future commercial development will be very compatible with the surrounding properties. It is the intention of the applicant to split the site into two lots, one on the east half and one on the west half. The lot on the west half will cover the church development while the lot on the east half, next to the Community Commercial site in Wyndham Hill may be developed as a commercial lot or as detention for the Wyndham Hill Development. With this layout, the church site will be closest to the residential areas, while any future commercial development that may occur would be next to the Community Commercial site in Wyndham Hill. The site will be landscaped to help screen the development from the surrounding houses and from Highway 52.